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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

INFORMATION REPORT

CD NO.

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COUNTRY	USSR (Georgian SSR)	DATE DISTR.	27 Feb. 1952
SUBJECT	Sukhumi Airfields	NO. OF PAGES	2
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[redacted]

1. The Sukhumi (43°00''N/41°02'E) main airfield, Georgian S.S.R., was located on the northern edge of the town. The streetcar line which crosses the town center from south to north ends at the main entrance of the airfield immediately after leaving the town area. The field extended about 2 kms measured from northwest to southeast, and about 1,000 meters from southwest to northeast. A concrete runway about 1,750 meters long and 35 meters wide crossed the entire field from northwest to southeast. The runway was completed in August 1947. A concrete taxiway about 500x20 meters ran from the runway to the southern edge of the airfield.

2. The field had two large hangars with sliding doors and concrete aprons in front of them, three large wooden buildings, presumably housing the administration and the weather and radio stations, a large tent cantonment which was occupied by 200 to 300 men summer and winter, and an underground fuel tank installation.

3. The field was occupied by an average of 30 to 40 twin-engine and four-engine aircraft, including Ju-52s and Condors. Of the four-engine transports about 25 were permanently stationed at the field. These aircraft were fitted with radial engines, the two inboard engines apparently projecting farther than the two outboard engines. The craft was an all-metal low-wing monoplane fitted with comparatively high and narrow rudder assembly and retractable landing gear but no nose wheel. The cigar shaped fuselage had round windows; the first two or three were slightly above the line of the other windows. The plexiglass cockpit consisted of several panes, four square windows at the bottom giving the pilot visibility underneath.

4. Formations up to squadron strength sometimes made intermediate landings at the field. Most of these planes were jet fighters, as was determined by the absence of a propeller and from the noise and speed developed by these craft. These planes were housed in the hangars and used to remain at the field for four or five days, practicing individual and formation flying.

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5. An auxiliary landing field, about 1,000 x 1,500 meters, was located about 1,500 meters east-northeast of the main field. No installations were seen there from a distance of 1,000 meters. Training flights with twin-engine aircraft similar to the German Weihe were seen.

6. Another auxiliary landing field, about 1,000 meters square, with a hill on its western edge was located on the northwestern edge of the town. Only 20 tents were seen at this field, in addition to biplanes and several obsolete war planes.

1 Annex: Airfields near Sukhumi.

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